

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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(FOR KEY SEE REVERSE)

1. The State Fishing Enterprise ARKA (Przedsiębiorstwo Polowow i Usług Rybackych - PPIUR - ARKA) had its main offices in Gdynia in a new four-story building located on the corner of Washington and Braliniecki Streets. The Marine Fishing Office (Morski Urząd Rybacki) and the offices of DALMOR (Daleko Morski), a state fishing enterprise for deep sea fishing, were located in the same building. ARKA was concerned with fishing in the Baltic. It was subordinate to the Central Fishing Office (Centralny Zarząd Rybacki) whose seat was in Szczecin with branches in Gdynia, Ustka /5435N-1851E/, Kolobrzeg, and Swinoujście. The Central Fishing Office controlled all fishing enterprises in Poland. Director of ARKA was (fnu) NECEL, about 50 years old, and a Party member, who was very strict with personnel. He was slated for the post of port commander of Nowa Wies /5403N-1839E/.

2. The ARKA fishing fleet consisted of about 200 fishing boats of which 12 were super cutters and the rest cutters. About 60 boats, including 12 super cutters, were berthed in the Fisherman's Port in Gdynia, while the rest of the 200 fishing boats were berthed in Hel /5437N-1847E/, Jastarnia /5442N-1840E/, and Wielka Wies /5447N-1824E/, branch stations of ARKA. Four of the super cutters were old wooden English-made boats with round sterns. They were from 24-27 m. long, 6-7 m. wide, and were driven by diesel engines of 225-250 hp. Their speed was 10-11 knots per hour. Their names were JANUARY, HILARY, WALERY, and SAWERY. The remaining eight super cutters were made in Szczecin and Gdansk in 1950-1951. Two of them, the ARKA 152 and the GYDYNIA (I forgot the number) were wooden boats of 180 hp. diesel, while the rest ARKA 151 through ARKA 158, were of 225 hp. and built of steel with a square stern so as to be easily convertible to war use. [REDACTED] fisher- 25X1A  
men that a small caliber cannon could be placed on any of these boats. They were armed. Also had two removable masts. In October 1952, none of these boats was armed. The boats were equipped with rocket throwers for signaling, and Pioneer radios. They were also

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being equipped with new radio receivers and transmitters and echo-sounding devices. The construction of wooden ships was discontinued at the beginning of 1951. A super cutter's crew consisted of eight men for fishing in the Baltic and nine in the North Sea. The cutters were smaller boats than super cutters, about 17-18 m. long, 5 m. wide, equipped with oil burning motors of 125-130 hp., with a speed of five to six knots. There were many old wooden cutters, but since 1951 they were being replaced by steel cutters. Most of them were built in Gdansk but more recently in Szczecin. The cutters were used only for fishing in the Baltic.

boat was built of steel in Gdansk. It had a crew of five persons: chief fisherman "captain", motorman, senior fisherman, and two fishermen. In 1952 most steel cutters were built in Szczecin, super cutters in Gdynia, trawlers and commercial ships in Gdansk. Many ships were built in Gdansk shipyards for the Soviet Union.

3. ARKA's fishing fleet fished in the Baltic Sea from December to May. June to November was the fishing season in the North Sea. Many ARKA fishermen were then transferred to the DALMOR Enterprises for deep sea fishing. In the Baltic herring, cod, flounder, and anchovy were caught. Herring was the principal catch in the North Sea, off the coast of England, and in the Barents Sea. During the season my cutter used to catch 30-50 tn. of herring per month. In summer the fish were covered with ice. The catch was brought to the Fisherman's Port in Gdynia where it was unloaded, packed with ice in barrels, and transported to canneries, one of which was located in the port of Gdynia. Spoiled fish was sent to the fish meal plant, also located in the port of Gdynia.
4. ARKA employed about 2,000 fishermen and 1,000 workers, mostly women, in its fish cleaning halls, cold storage installation, and for stevedoring. Fishermen's wages were almost twice as high as those of industrial workers. The work, however, was harder and seasonal. My basic wage was 300 zlotys per month plus a 2.7% bonus per ton of the catch. The average earning of an ordinary fisherman was about 1,000 zlotys per month, but at the height of fishing season he could earn as much as 2,000 zlotys. When he earned 2,000 zlotys, a fisherman received a net salary of about 1,500 zlotys. The 500 zlotys were deducted for social security, subscription to the fisherman's paper, aid for the rebuilding of Warsaw, aid to Korea, and a deduction for which no explanation was given. There was no income tax deduction. The "captain's" salary was 260-380 zlotys per month and a four per cent bonus of the catch per ton. The ARKA company paid on the average 2,700 zlotys per ton of fish, depending on the kind of fish. Workers were supposed to be paid double time for work on Sundays and time and a half for overtime. But this did not apply to fishermen. A fisherman who came late to work was penalized by the Socialist Labor Discipline (Socjalistyczna Dyscyplina Pracy) usually 20% of his wages for one or several months. The Protection Organization of Labor (Ochrona Pracy) was supposed to protect workers' interests.
5. Food on the fishing boats of ARKA was good, especially on the boats sailing in the North Sea. For one thing, the coffee was real rather than ersatz. In the Baltic, fishermen had to buy their own coffee, mostly ersatz, or mixed with roast and ground barley. Fishermen were supplied free of charge with impermeable clothing and fishermen's rubber boots.
6. ARKA had a Soviet-Polish Friendship Organization (Przyjazn Polsko-Radziecka), workers hall, library, and sport club.

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7. The government, through the Central Fishing Office, fixed the quantity of fish each boat was supposed to catch. This quota was fixed in advance for the next season. Thus, a super cutter was supposed to catch 70 to 100 tn. of fish per month and a cutter 25-60 tn. per month. The fulfillment of the quota depended, of course, upon the fishing conditions.
8. Entrance to the fisherman's port was guarded by ARKA guards and by the WOP. No unauthorized person was allowed to enter the port. Workers in the port were searched to check if they stole fish. Most of them tried to steal a herring or two above the quota they were allowed to take out. The quota was 20 kg. per month.
9. All movements of the fishing fleet were strictly controlled by the WOP. No fishing boat could leave the port without written permission from the WOP and no fishing boat was allowed to leave the port with a crew of less than four men. Permission to leave the port for fishing, which in the Baltic with cutters lasted two to three days, was obtained by the coordinator in the ARKA office who telephoned the WOP for papers. When the papers were issued, a matter of a few hours, the WOP checked the ship, the crew and their papers. The same kind of control was carried out when the ship returned to port.
10. Every fisherman in the Baltic had to have a fisherman's card (karta rybacka). This card entitled him to work as a fisherman and to sail on the boat, but he was not entitled to land in any Baltic port except in case of serious emergency. This card was issued by the Marine Fishing Office prior to employment by ARKA. In order to obtain a fisherman's card a person had to submit an application to the Marine Fishing Office together with a certificate of previous employment, life history, and two photographs. In three or four days the card was ready for the applicant to pick up. A payment of eight zlotys for revenue stamps was all the expense connected with getting a fisherman's card. When he obtained his fisherman's card, the applicant went to the personnel department of ARKA where he again submitted a petition, certificate of previous employment, a life history, and two photographs. After passing a physical examination he was given a job as fisherman. If a person wanted a job in DALMOR for deep sea fishing the procedure was somewhat different.
11. Captains of Soviet fishing boats and patrols in the Baltic behaved very arrogantly toward the Polish fishermen, considering it their right to stop the fishing boats any time they chose. Soviet patrols came aboard ship and inspected the log book. Sometimes the Soviets said we were in their fishing waters, although we thought we were not. In such cases they would chase us out or confiscate our catch and nets. In March 1952 a Soviet patrol boat fired at our cutter without warning. If a Polish boat strayed into Soviet waters in a storm, they seized it and held it for a week or longer. The Baltic was full of Soviet fishing boats, trawlers, warships, and submarines. Soviet submarines often came to Gdansk Bay. We saw warships and subs only from a distance.
12. In the port of Gdynia, in addition to the ARKA state enterprise, was a separate fishing cooperative (Spoldzielnia Rybacka -- Jednosc). It had three super cutters and about 20 cutters, mostly old and made of wood. It also sold its fish to the Central Fishing Office. In addition, there were about 15 privately owned wooden cutters. They could sell their fish only to the Central Fishing Office.

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